

University of Alberta Library



0 1620 2352 9405

TN  
27  
A3  
N637  
v.12:  
no.4  
1944  
POLAR





EX LIBRIS  
UNIVERSITATIS  
ALBERTENSIS

---



# Nor' West Miner

EDMONTON, ALBERTA

Vol. XII  
No. 4

July  
1944

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon. Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

25c A Copy

## RAM RIVER OILS LTD.

Head Office: 728 Tegler Building

Edmonton, Alberta



### PROPERTIES: 16,000 ACRES

on the Ram River-Clearwater structures, 70 miles west of Red Deer in the foothills of Alberta—territory which gives promise of becoming a large and important new Alberta Oil Field.

### RAM RIVER No. 3 PRODUCTION WELL NOW DRILLING AT 1,685 FEET

with oil appearing in the core and with considerable gas appearing at 840 feet to present depth. Porosity good and increasing with depth.

A copy of the company's prospectus giving complete information may be obtained from their fiscal agents:



### RAM RIVER AGENCIES

522 Tegler Building  
EDMONTON, ALTA.

602 Guaranty Trust Bldg.  
WINDSOR, ONT.

Phone H6488

EDMONTON  
Alberta

Above is a view of the flare at Ram River No. 2 discovery well, during a series of preliminary tests following the strike of high test oil.

Canadian Circulation  
Library  
B-03 Cameron



## Men of the North!—



When you need dependable  
quality, sturdy

## Work Clothing

Write

*Woodward's*

EDMONTON

Our Mail Order Department will give your order  
prompt and careful attention.



When in Edmonton Make Woodward's Your Shopping Headquarters!

**PRICES ARE MODERATE!**

## DOWN NORTH

### Our 274th Anniversary

For 274 years The Hudson's Bay Company has carried on—in Canada and the North—First the Voyageur with his York Boat brought furs from the North. Today, an up-to-date modern service of steamboats and barges carrying the Hudson's Bay Flag ply the great waterways of the North. Boats equipped with every modern comfort and barges capable of handling freight in quantity. YOU GET . . .

SERVICE - SAFETY - COMFORT

WHEN YOU USE HUDSON'S BAY MACKENZIE RIVER TRANSPORT

For 1944 Sailing Schedule, Address:

## Mackenzie River Transport

# Hudson's Bay Company

INCORPORATED 2<sup>ND</sup> MAY 1670.

EDMONTON, Alberta

WATERWAYS, Alberta



# THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

## Says the Miner:

**T**HE attention of all interested is drawn to "A Four-Year Post-War Development Plan for the North" appearing in this issue. In this connection it is interesting to note that the United States Vice-President, Henry A. Wallace, just returned from Russia, suggests an International Arctic Conference to discuss the potentialities of the northern regions and the Arctic. The Nor' West Miner recently distributed thousands of re-prints of the map which appears in this issue and circulated the same across the continent. Edmonton has experienced one "invasion"

by our good friends from below the line. That "invasion" has resulted in people becoming awakened to the fact that right at Edmonton's northern trading door is a huge domain shortly to receive attention by the post-war planners of the United Nations. Edmonton might do well to consider its position in relation to this development. At present it holds the key to the North—but British Columbia and others are also alive to the fact that the North presents the coming era of industrial opportunity and will spare no effort to tap it.

\* \* \*

**T**HERE should be no elections during wartimes. First because it is impossible to get a real vote from all the people and secondly, because, as in the last world war, every crank and demagogue sees an opportunity to put over some pet theory and grab the reins of office. Whilst the guns boom overseas and the younger, yes, more intelligent and active sections of Canada's population are busy fighting for our freedom—elections should be tabu.

The Social Credit Government, after 9

years in office, is seeking to obtain a "snap" vote from the electors, knowing that those who really count are overseas and cannot get a proper view of affairs at home. It is wrong, Mr. Manning, you should be the first to refuse to be used as a tool by office seeking favorites. Most people in Alberta do not want an election. The time and place for the next election is when peace is declared—when the boys come home and people can get an idea of what post-war times will really mean.

\* \* \*

**A**S a sop and perhaps to quieten uneasy political consciences, although we never have heard of a politician having a conscience, three seats are to be opened up for soldier representatives. They already have one seat—that of Grouard, which was occupied in the last legislature by Captain Tremblay, at present overseas. Why only three seats? Why not twenty seats?

\* \* \*

However, the Hon. W. A. Fallow, for some reason, has chosen this seat as his, if elected, so the Social Credit party might question as to why Mr. Fallow "changes

his seat." The Hon. W. A. Fallow is a man of many promises. Looking back over past years his northern promises have been so much pie-crust. He promised tar sand development—highways to Great Slave Lake, extension of northern boundaries, etc., etc. His only real activity is to commence the building of a new road into the Peace from Westlock directly into the constituency in which he has chosen to run in the coming election. If that is not a direct "bribe" to catch votes—someone should ask why he has chosen election months to do this work?



# A FOUR-YEAR POST-WAR DEVELOPMENT PLAN FOR THE NORTH

A recent publication on the North, which is commended to all interested in Northern and Canadian development is "Arctic Eldorado," written by Raymond Arthur Davies, well known correspondent. It is amazing how Mr. Davies, with perhaps only a short experience in Northern investigation has grasped the main necessary features for the proper development of this Arctic Eldorado as he calls it. Perhaps none will appreciate his comments more than those who have pioneered in the North. His comments have missed nothing which is not part and parcel of successful development of this huge area upon which the whole future prosperity of Canada, particularly the west, depends. He shows what Russia has done with its Eastern Siberian Arctic and outlines a four-year plan whereby similar, if not superior results can be obtained for Canada.

He first emphasizes the fact that non-development of huge territories in a world of land hungry people forms the germ for future wars and points out the scarcity of population in the North cannot be allowed to exist in modern times.

He shows how the Alaska Highway and the Canol project have formed the commencement of real Northern development—then passes on to the "river," which is the huge waterway system of the North—the Mackenzie River and its tributaries. Airlines to Asia is his next theme—fuel, power, agriculture and timber and minerals

are all included and he winds up with the question of cheap transportation. He emphasizes the fact that transportation is the key to profitable development of the North and especially mentions the **Grimshaw-Great Slave Lake road or rail as being the first essential step.**

His four-year plan is as follows:

**First Year:** Research into possibilities and initiation of work.

**Second Year:** Continuation of exploration, but also cashing in on the first year's development by encouraging agricultural and industrial development.

**Third Year:** Expansion of agriculture and industry and increase in settlement.

**Fourth Year:** Completion of main initial construction program—power, railways, waterways, highways and the beginning of large scale immigration. Introduction of democracy and initiation of local taxation where such does not exist. Opening of high schools and university for Northern people.

He bases costs at around \$200,000,000 or \$50,000,000 a year.

Under various headings he outlines his views:

## 1—Agriculture.

Exploration and delimitation of potential farm lands in the Peace River and Liard River basins in Northern British Columbia and the Central Yukon.

Establishment of experimental farms at Fort Simpson, in Northern B.C. and the Yukon. Study of fisheries in Great Slave Lake, Great Bear Lake and Lake Athabasca. Study of forestry resources and fire prevention. A system of subsidies to encourage production including expansion of reindeer industry.

## 2—Industry.

Establishment of subsidies to facilitate the creation of local industry; agricultural machinery



Power on the Peace—Vermilion Shutes with Huge H.P.



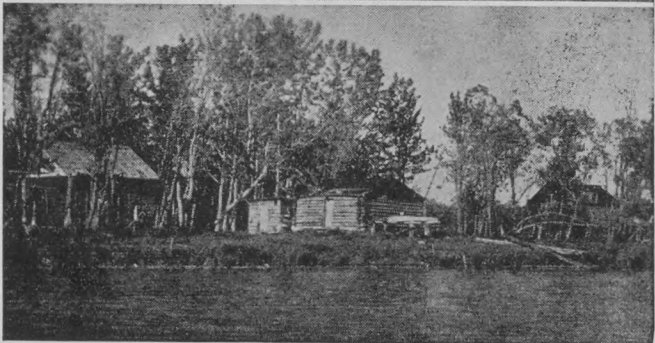
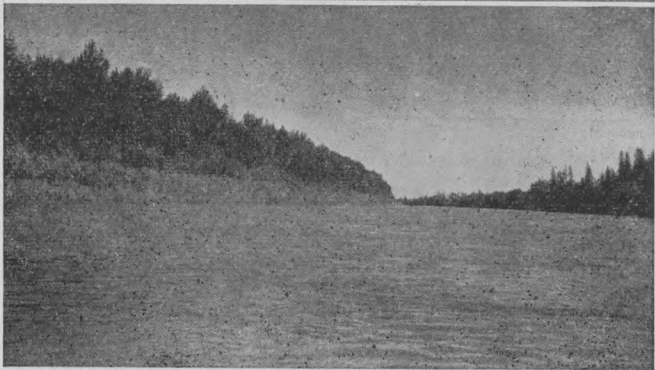
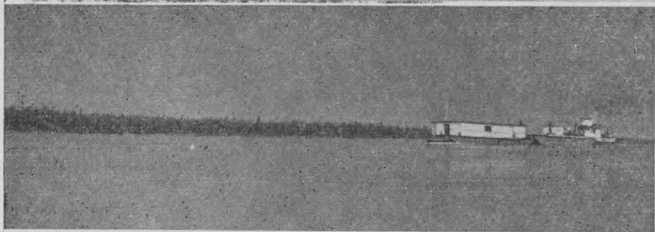
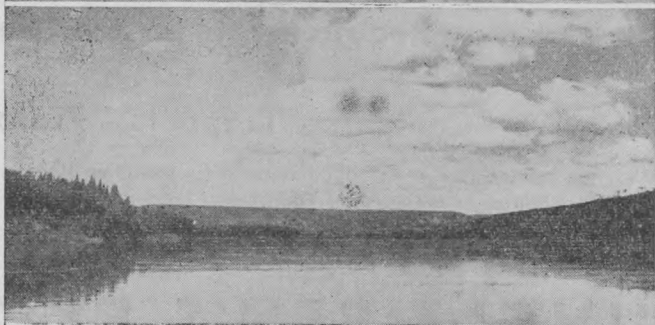
assembly shops; canoe factories; canning plants; outboard motor assembly works; engine repair shops; furniture shops; fishing equipment shops; schooner and motor-boat ship yards; prefabricated structure plants; flour mills, etc. Construction of power dams at Fitzgerald, and power lines to Edmonton, Peace River and Waterways. Construction of electric power stations at Aklavik (local coal), Fort Simpson (diesel oil), Fort Smith (local water power), Waterways (local tar sand oil), Fort St. John (local coal), Whitehorse (Norman oil), etc. Subsidies to power stations and formation of a publicly owned Northwestern Hydro Electric Power Commission based on the Ontario Power Commission plan. Intensive study of water power resources. Substantial assistance in development of tar sands, also for development of chemical industries at Waterways and elsewhere.

### 3—Mining.

Sending out an average of 100 research and exploration parties each year. Protection to local coal and oil production by penalizing importations from the south following end of plan. Subsidies to mineral industries.

### Transportation.

Water: Exploration of river channels to improve transportation on the Mackenzie, Athabasca, Slave, Peace, Yukon, Stewart and other rivers. Construction of a canal and locks to bypass the Slave



Scenes on the Great Waterways of the North.



# GOING NORTH?

## SEE UNCLE BEN FOR YOUR EQUIPMENT

The Opening of the Alaska Highway mean a New Era of  
Development for EDMONTON and the NORTH!

Thirty-two Years Experience at Your Service!

### Requirements for the North

Needed by

**Hunters - Campers - Trappers - Prospectors - Miners**

We carry a complete stock of all necessities including Parkas, Sleeping Bags, Guns and  
Ammunition, Clothing and Footwear, Camping Equipment and Sporting Goods.

YOU ARE ALWAYS ASSURED OF A SQUARE DEAL AT

# UNCLE BEN'S EXCHANGE

Established 1912

Next to Rialto Theatre—101st Street

EDMONTON, Alberta

# WANTED

## MINING PROSPECTS OF PROMISE

### ANYWHERE IN CANADA



THE CONSOLIDATED MINING AND SMELTING COMPANY  
OF CANADA, LIMITED

MINES DEPARTMENT

Montreal, P.Q.

Trail, B.C.

Yellowknife, N.W.T.



River rapids at Fitzgerald. Establishment of publicly owned river patrol stations and tug lines to assist shipping. Subsidies for the construction of modern, streamlined fast river vessels to government specifications for the purpose of attracting tourist trade and reducing transportation costs.

Rail: Construction of a railway from Edmonton to Wrigley Harbour (this should read from Grimshaw to Wrigley Harbour, distance 375 miles, as rails already exist to Grimshaw). Improvement of track and rolling stock

on the jointly owned Northern Alberta Railways. Construction of the C.N.R. Prince Alberta-LaC La Biche line. Extension of Northern Alberta Railways 200 miles north from Dawson Creek to Fort St. John and Fort Nelson.

Highways: Construction of a permanent, all-weather road from Edmonton to Norman Wells and Aklavik (via Grimshaw, Hay River and Mills Lake). Construction of highways from Waterways to Edmonton. Improvement and maintenance of all winter roads.

Airways: Establishment of T.C.A. service in the Mackenzie River basin. A government mail subsidy for efficient air service in the North West. Encouragement of independently owned feeder lines. Construction of all-weather airports and signal stations, beacons and airport hotels in main settlements of the North West along the routes to Asia.

Immigration: Planned and assisted immigration and settlement. The first year 5,000 families—second year 5,000 families—third year 10,000 families—fourth year 20,000 families. Long term loans and free technical and agricultural assistance to immigrants and settlers.

#### Arctic Development

Setting up of a permanent Arctic Commission to co-operate with Arctic authorities of the Soviet Union, the United States, Finland, Denmark, Norway and Sweden and to supervise Arctic development and transportation. Construction of port facilities at Tuk-Tuk, Baillie Island, Read Island and other appropriate points. Establish-



Hospital at Fort Smith operated by the Order of the Grey Nuns.

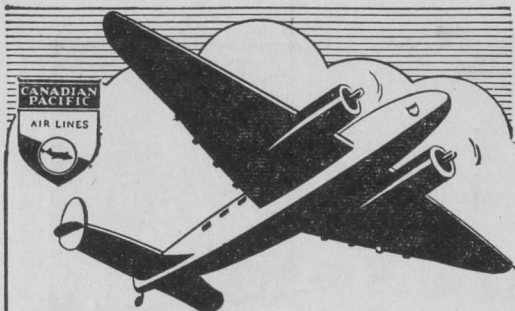
ment of Polar stations with staffs of from two to 30 all along the Arctic coast, in the barren lands and on islands of the Arctic Island Preserve. Construction of a government owned and operated fleet of 500 to 5,000 ton ice breakers for Arctic service especially for the purpose of linking the Mackenzie basin with Soviet Russia's northern sea route. Exploration of Arctic islands.

Fur Industry: Establishment of experimental fur breeding farms and subsidies in cash and animals to natives and settlers capable of managing fur farms. Assistance to fur trappers' co-operatives. Regulation of trading to favor northern residents. Regulation of fur companies profits so as to guarantee the maximum possible expenditures within the North West.

Education: Appointment of a commission to prepare educational reform. Establishment of free and compulsory schooling. Construction of schools in every settlement. Establishment of high schools and a northern people's university at Aklavik. Training of native teachers to accompany fur trappers. Establishment of "flying schools" airplanes which will take teachers to trapping grounds and serve as class rooms and "caterpillar schools" using caterpillar traction for similar purposes. Introduction of adult education.

Health: Acceptance by the Dominion Government of all responsibility for north-western health services. Combination of existing hospitals under government aegis and construction of clinics and hospitals in





**REGULAR SCHEDULES  
and CHARTER FLIGHTS**

*To the mining areas of:*

**BRITISH COLUMBIA - YUKON  
NORTHWEST TERRITORIES  
SASKATCHEWAN - ALBERTA  
NORTHWESTERN ONTARIO  
NORTHERN QUEBEC - MANITOBA**

Reservations, tickets and information through  
nearest Canadian Pacific Air Lines Traffic Office  
or any Canadian Pacific Railway agent.

**Canadian Pacific**  
**AIR LINES**  
PASSENGERS • MAIL • EXPRESS



**MOVING TO NEW  
QUARTERS**

After July 1st Our New Address  
will be at 10030 - 109th Street  
Edmonton

**J. E. NIX CO.**

Headquarters for the North for:

**Engine Repairs and Parts  
Outboards and Inboards  
Engines, Boats, Canoes, Light Plants,  
Radios, Hearing Aids, Washing  
Machine Parts.**

Note the New Address:

**J. E. NIX CO.**

10030 - 109th ST. EDMONTON

**WESTERN CANADA'S LARGEST DISTRIBUTORS**

OF

**GROCERIES and FRUITS**



SEND YOUR ENQUIRIES TO

**Macdonald's Consolidated**  
LIMITED

EDMONTON

GRANDE PRAIRIE

DAWSON CREEK



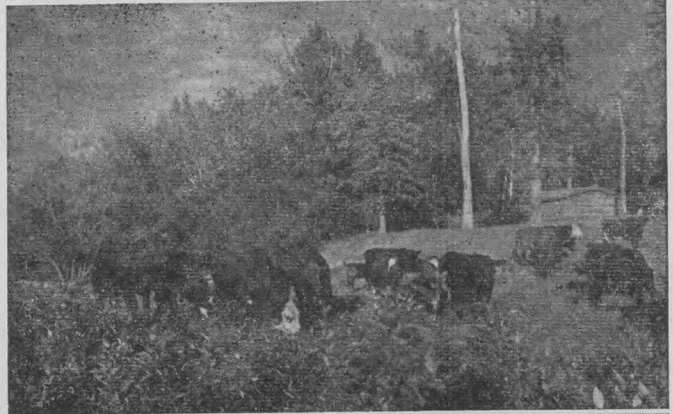
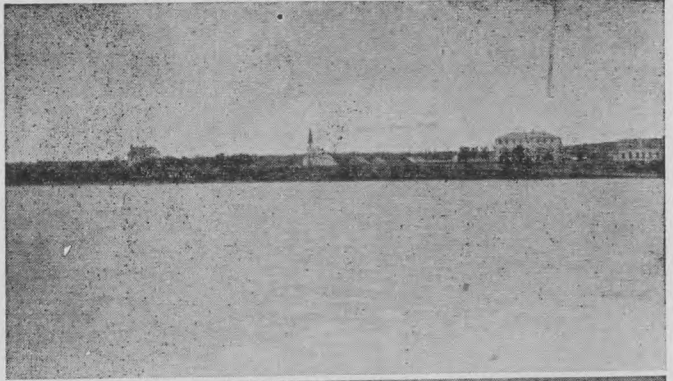
new areas. Opening of sanatoria and preventoria and introduction of health insurance. X-ray examination of every north-western native and white to determine disease incidence and proclivity. Assignment of more doctors to the North. Training of native doctors and nurses.

Tourism: Establishment of a tourist bureau; construction of hotels and cabins; selection of vacation sites along the Alaska Highway and the MacKenzie River. Extensive publicizing of vacation possibilities.

Democracy: Creation of responsible governments including municipal and regional councils, representation in the Dominion Parliament; taxation; police services; preparation to form provinces from the Territories.

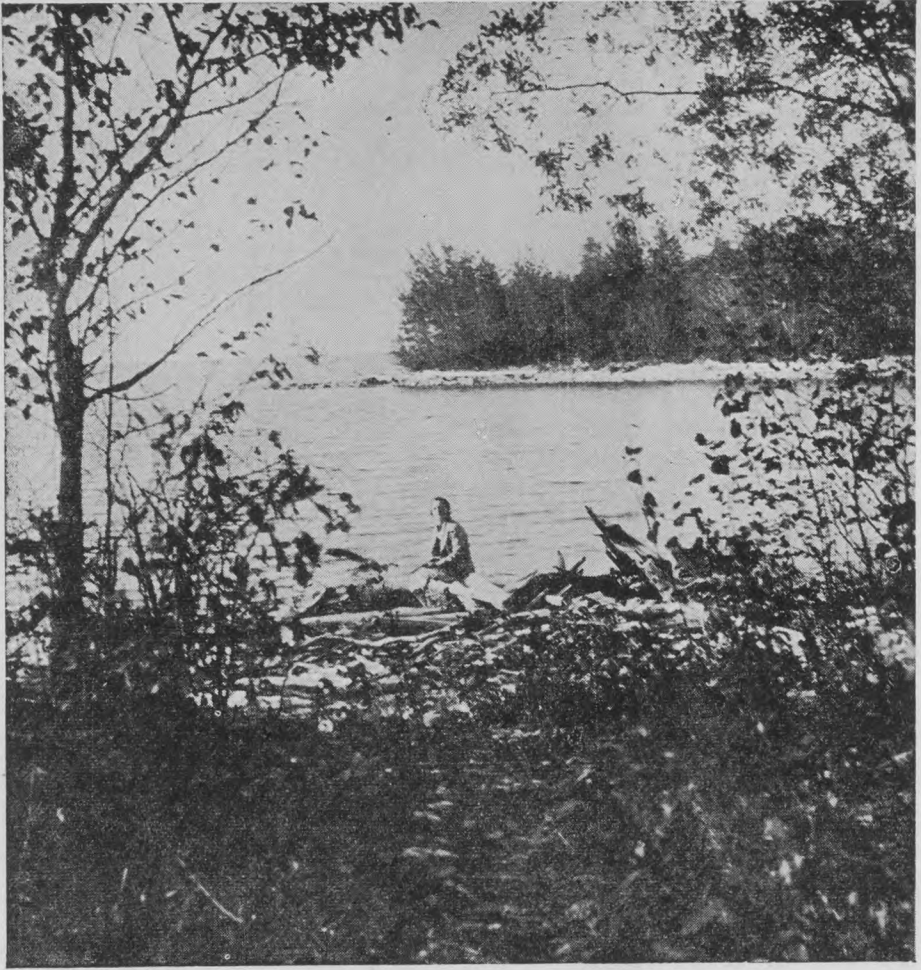
Finance: Augmentation of local responsibility for financing part of the improvement work and subsidies. Aim must be to make the Northwest partially self-developing after first Four Year Plan. The last point is important. It is not proposed to saddle the nation permanently with northwestern expenditure. On the contrary even in the second year of the plan, local taxation should cover a substantial portion of expenditure and by end of plan a minimum of \$5,000,000 a year should be received in taxes from industry, mining, transportation and agriculture.

By the end of the fourth year the North

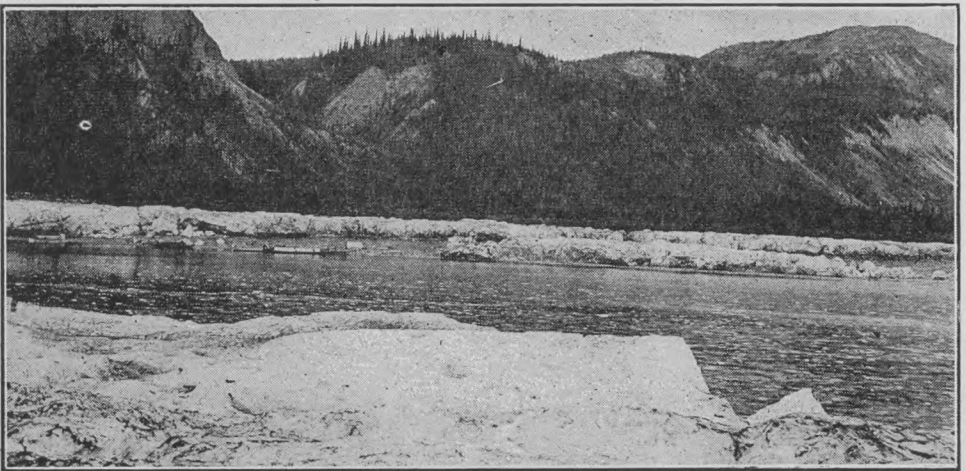


---

**The Northern Peace Agricultural Belt: Miles upon miles of good farming and cattle lands.**



Great Slave Lake—Future meeting point of road and rail from South with the great Mackenzie River-Arctic Waterways.



The Bear River connects huge Great Bear Lake with its radium and other possible rich mineral deposits with the Mackenzie River waterways. It is navigable for boats and barges.



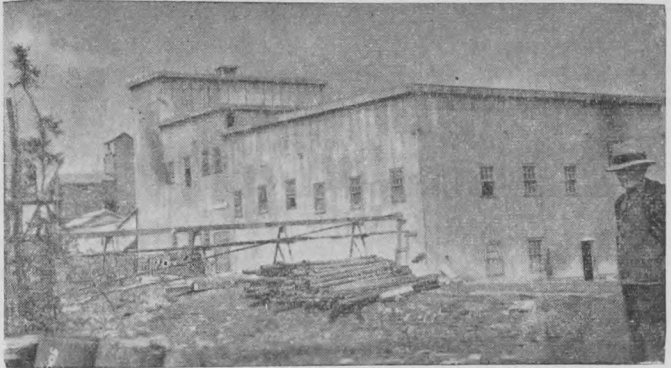
West should have a minimum population of 350,000 people. Small communities will develop into busy centres. New towns and cities will be born.

Negus Mines, Limited, produced \$736,418 in gold from 22,333 tons of ore mined and milled in 1943. Average recovery per ton was \$32.97 and profit for the year was \$118,950. The company's balance sheet discloses current assets \$367,335 with liabilities of \$58,437. Working capital is \$308,898.

The average mining cost was \$20.25 a ton. Reserve ores are stated to be 30.600 tons with average value of \$28.18 a ton.

Labor shortage slowed up production.

The company has acquired other properties including the Payne option on the



Negus Mines, Yellowknife—Steady Gold Producer.

Banks-Estra claims. Present holdings consist of 110 claims.

Giant Yellowknife continues to be the chief attraction in the Yellowknife field. Diamond drilling has shown good gold values over splendid widths with a persistence of the major shear zone. Subsidiary shear zones carrying gold values have also been located.

**WATCHES**

We carry a full line of American and Swiss Watches—water and dirt proof. We are agents for Omega and Tissot Watches.

**IRVING & LACEY, LTD.**

10329 Jasper Avenue Edmonton, Alta.

**CUSTOM TANNERS of HIDES and FUR  
BUFFALO HIDES FOR SALE**

Bear and other Game Hides tanned to your satisfaction.

**EDMONTON TANNERY**

110a Avenue Edmonton, Alberta



**These Nutritious Varieties  
Are Still Available!**

PILOT BREAD - SODAS - GRAHAM WAFERS



— MADE IN THE NORTH FOR YOU —

EVERYTHING IN LUMBER  
AND BUILDING SUPPLIES

•  
THE  
**J. C. BURGER LUMBER**  
COMPANY, LIMITED

•  
TWO YARDS:  
8604 - 103rd St. 12402 - 110th Ave.  
Phone 32833 Phone 81702

BUY . . .

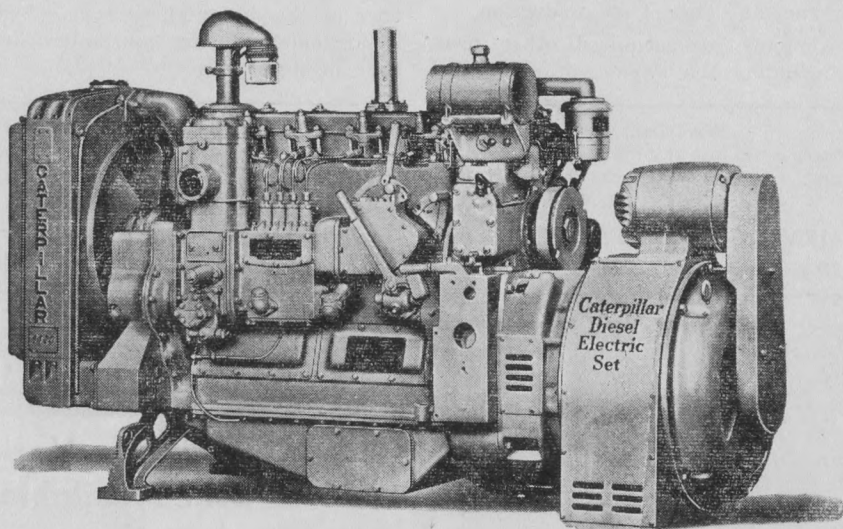
**British Glass**

(Convoed by the Navy)  
"ELASTICA" PAINTS

•  
**PILKINGTON BROS.**  
(CANADA) LTD.

Phone 24168 Edmonton, Alberta

**"CATERPILLAR"**



A **"Package"** OF POWER

. . . CONVENIENT TO USE . . . CHEAP TO RUN



**Union Tractor & Harvester Co.**

Limited

CALGARY

EDMONTON

LETHBRIDGE



# OIL DISCUSSIONS AT OTTAWA

## THE IMPERIAL OIL-CANOL AGREEMENT

In view of the recent publicity given, both good and bad, to the development of the oil resources of the Mackenzie River area, the addresses made by George Black, M.P. for the Yukon and J. H. Sissons, M.P. for Peace River, as reported in Hansard, are printed below. Both have a good knowledge of the resources over which discussion has occurred.

**Mr. Black (Yukon):** It may interest the committee to know that on the first of this month I took part in the ceremony of the official opening of the oil refinery at Whitehorse to which the oil which has been discussed this afternoon is being piped for refining. I remember well when the discovery of oil in the vicinity of Fort Norman was made thirty years ago. At that time I happened to be Commissioner of the Yukon, and I know that gold miners from the Yukon valley made their way across the divide into the Mackenzie Valley and staked out oil leases on that discovery. For the most part they snowshoed out of the valley of the Yukon over the watershed and down into the Mackenzie, where they staked out their leases.

When I returned to Canada after the war and came here as a member of parliament, the holders of these oil rights, not having capital to develop them themselves and not being able to interest capital in their development, put it up to me to deal with the government of that day to extend the terms of their leases so that they could continue to hold them without having to do the development work and make the substantial expenditure called for by the terms of the leases. The government extended the time. But finally the time came when they would no longer allow that to go on. They were reasonable enough. It had to come to an end some time.

The Imperial Oil company, which had acquired some of the oil reserves, because of their isolation and distance from the market, had to cap the three wells they had, and the wells lay there dormant until mine development began at Great Bear Lake and at Yellowknife, and then a little oil was used.

Then came Pearl Harbour and the Americans had to have oil. They thought the Japanese might take possession of the coast of Alaska and the coast of British Columbia. Oil could not be got to Alaska by tankers because the submarines were

attending to that. So that the United States came in, and they have spent \$134,000,000 in exploring those oil resources for Canada. Fortunately the exigencies of war never made that oil necessary for war purposes. But the Americans put in a four-inch pipeline from Norman Wells to Whitehorse and extended it from Whitehorse to Fairbanks, and from Whitehorse to the coast at Skagway, Alaska. As the minister said, that four-inch pipeline is too small for a commercial undertaking.

I only hope that the development of the wells at Norman will be sufficiently extensive to make it a successful commercial undertaking. I for one would not approve the Canadian government going in there and spending anything like \$134,000,000 in exploring that oil deposit as the United States have done. We had the experience not long ago of the government of British Columbia spending a huge amount of public money on drilling in the Peace River block. They lost it all; they have no oil. I do not think public money should be gambled in that way.

When I first read the agreement and heard the minister give his explanation of it a month or so ago I felt that the terms granted to Imperial Oil were somewhat too generous. When you take into account the risks that that company has taken, similar to what the United States has taken, and the returns that are bound to accrue to Canada if the gamble is a success, then I think we should compliment the government on the agreement they made.

**Mr. Sissons (Peace River):** I should like to support the remarks of the hon. member for Yukon and express my appreciation of the excellent manner in which he delivered them. I wish also to dissent and join issue with the remarks of the hon. member for Yorkton. I do not think Imperial Oil has been given any undue advantage under this order in council. I am not particularly interested in theories or in the relative merits of public or private ownership, but I am interested in the results that are obtained. I want to see action in the north country; I want to see developments. I want to see this government give every encouragement to Imperial Oil and to any other oil company that wishes to go into that country. I want to see this government give every encouragement to every mining company,

every prospector, every fisherman, every farmer and every other corporation or person who want to help to develop that Mackenzie river valley.

I am not worried about Imperial Oil making any undue profit or of retaining that profit after they have paid income tax. Any profit they may be able to make will be small compared with the benefits that will accrue to Canada as a whole from this development. There are not only oil resources to be developed; there are minerals in the Great Slave and Great Bear areas; there is fishing; there is agriculture, and there are many other types of development that can be carried on. A balanced and orderly development of these resources will mean the production of new wealth and an increase in the national income of Canada.

There will be provided opportunities for thousands of Canadians, particularly for our returned men. These are the things in which I am interested. I want to see a real development in that north country. I particularly want to see that development because it will mean the development of the northern part of the constituency of Peace River. It means also that there will be created in the great north land a market for the produce of the Peace River country.

My hon. friends of the Co-operative Commonwealth Federation party are claiming that Imperial Oil is a monopoly. I do not like monopolies. I do not like private monopolies, nor do I like public monopolies. I know I would not like the kind of monopoly we would have if my hon. friends were in power. While I dislike monopolies, it is not an obsession with me. Monopolies seem to be an absolute obsession with my hon. friends, and yet at the same time they admire monopolies. They contend that monopolies make huge profits, but I cannot see that they do. I do not think monopolies are very efficient. Like most giants they grow slow and sluggish, whether they are private or public monopolies. I certainly do not fear monopolies because as long as we have a free parliament we can deal with them. But what we would not be able to deal with is the type of monopoly my hon. friends of the C.C.F. would create if they were in power.

Some weeks ago we dealt with what might be termed a monopoly in the form of Canadian Pacific Air Lines. We passed legislation which practically wiped that

company out of existence and there was not one voice in this house raised in protest. We can deal with monopolies. I think there is some indication that monopolies are rather defenseless when they come up against public opinion.

My criticism is not that the department is doing too much for Imperial Oil; it is that the department is not doing enough for the development of the north country. The department is too much inclined to pay attention to such carping criticism as we have heard this afternoon from the hon. member for Yorkton. The greatest blow that the north country ever received in the past, the greatest handicap it had to overcome was such carping criticism. Probably it will be the greatest handicap the north country will have to face in the future.

Somebody has mentioned the possibility of a pipeline from Fort Norman to the south. In 1921 a private bill was submitted to the Alberta legislature to incorporate the Imperial Pipeline Company. In 1920 Imperial Oil brought in a producing well at Fort Norman and they submitted this bill to permit the building of a pipeline south through Alberta. What happened? A tremendous filibuster was opened up and arguments much along the lines of those used by my hon. friends were advanced. It was said that Imperial Oil was a monopoly and the filibuster was kept up from some time in February until late in April. Not only that, but attacks against the bill were carried on throughout the province and in the press.

Mr. Castleden: By whom?

Mr. Sissons: By people with exactly the same attitude of mind as my hon. friend, men who would rather adopt a policy of cutting off their noses to spite their faces than to see a development carried on by what they termed a monopoly. On the last day of the session the Premier of Alberta read a telegram which he had received from Mr. Herbert Greenfield, president of the United Farmers of Alberta, protesting emphatically against the passing of the bill and demanding that it be withdrawn. The bill was withdrawn under this pressure and the house rose the next day.

A few weeks later the government went to the country and were defeated. A U.F.A. government came into power, headed by the same Herbert Greenfield. For a period of fourteen years, from 1921 to 1935, the U.F.A. government was in power in Alberta.

(Continued on Page 25).



## MEETING COAL DEMANDS

An interesting story comes out from Lake Wabamun strip coal mining project which was called on to fill the gap which occurred in coal production during the hard winter of 1942-1943.

This coal was stripped off in 1942 (late fall). Heavy government road machinery which had previously been employed on the Tomahawk road being utilized for this purpose. The coal was mined by a gentleman who resides at Stony Plain.

A tipple was built at Gainford with the idea of shipping this coal to Vancouver, but for some unexplained reason, only a few cars were shipped, owing, it is stated, to the poor quality of the coal mined.

The question arises who paid for the use of government machinery used for stripping the coal? Or was the use of this machinery given free of charge. Also perhaps Mr. Fallow, who at that time was deploring the fact, that it was impossible to either get machinery or labor for use on road repairs and extensions during the summer and late fall of 1942, will explain why this much needed machinery instead of being put to work on road repairs or improvements was diverted to a purely private coal project, and who paid the bill?

## NEEDS A SCRAP BOOK

Every politician needs a "scrap book." In these days of wild promises it is almost a necessity and an amendment to Alberta's election act might be in order, making it necessary for every elected member to keep a record of promises made, promises fulfilled, votes gained or lost through such promises.

Even if it were not compulsory it would be a very valuable means for the average politician to keep track of what he says and what he does. For instance in the case of the Hon. W. A. Fallow, such a scrap book would be very interesting both to himself and the public. On the one, hand it would perhaps convince him that "Me-thinks he has promised too often and too much." On the other hand it would serve as reminder to the public when he seeks a new franchise on the ground of past promises made but unfulfilled.

Life is mostly froth and bubble;  
Two things stand like stone:  
Kindness in another's trouble,  
Courage in your own.

## THE GIANT DRILLING

According to reports the drilling on the Giant Yellowknife property is showing real results. It is stated that in one place the drills cut through an ore body 158 feet in depth. This ore averages \$23.10 to the ton in gold. It is also stated that the present drilling has disclosed the existence of an ore body running into millions of tons.

## RIGHT IN THE NORTH

In view of the active development on the way for the North why not enquire concerning the well located properties of **Edmonton Athabasca Gold Mines Ltd.** The company controls splendid showings of nickel ore on Lake Athabasca near Goldfields and also has an interest in well located properties in Yellowknife District.

For Particulars Address:

**EDMONTON ATHABASCA  
GOLD MINES LTD.**  
600 Agency Bldg. Edmonton, Alberta

## Building Materials

SASH AND DOORS  
TEN-TEST INSULATING BOARD  
GLASS  
ROOFINGS  
BUILDING PAPERS

ALSO MAKERS OF

**MONARCH**  
PAINTS - VARNISHES

**EDMONTON PAINT &  
GLASS CO., LTD.**

EDMONTON

# WILL START IMMEDIATE DEVELOPMENT

Ace Yellowknife Mines, Limited, control two well located claim groups in the Yellowknife area, right amidst the actively developing sectors of the new development in the Yellowknife field. One group adjoins the Con West property and lies approximately 1,500 feet from the Giant Yellowknife property, which has developed spectacular showings and bodies of ore, according to reports. The other group is in a section of the field which it is stated will receive considerable development attention in the near future.

The company, it is stated, will immediately proceed with a drilling and development program under the management of W. McDonald, well known Yellowknife mining engineer and geologist.

It is stated that these properties have good structural conditions from a mineralization point of view.

Looking back over the history of the Yellowknife field, it is interesting to note that many properties staked in 1938 and 1939 by some of the old timers in the Yellowknife field are now receiving much attention by financial and larger mining interests. The most remarkable feature in connection with the Yellowknife field is the fact that so little time is necessary to bring mines into production, as compared with some of the older fields, provided finances are available. Whilst of course, large companies have been able to go ahead and so reap splendid returns it has not been so readily possible for the owners of other properties and it is only recently that these properties, whilst known amongst old timers to have every indication of being good, have been able to get under way.

There has never been a mining camp broken open anywhere on the American continent which has come so quickly into production as the Yellowknife field. In less than five years, in fact in just over two years, at least four major producing developments got under way and some \$7,000,000 in gold was recovered. Had it not been for the outbreak of war it is likely that this number would have been more than doubled.

There is no doubt that many of the properties, originally staked by men who

---

---

## Will Handle "Cats" Distribution in Sask.

A new firm recently formed under the name of Kramer-Church Tractor Company, Limited, is to handle the sales and distribution of Caterpillar Tractors in Saskatchewan. The company's headquarters will be at Regina, Saskatchewan. Mr. Church was for a while manager of the Edmonton Branch of Union Tractor and Harvester Company, Limited, distributors of "Caterpillar" equipment in Alberta.



Sam Williams (left), Canadian Representative, and Canadian Sales Manager F. G. Nunneley (right), both of Caterpillar Tractor Company, look on as R. A. Kramer, of the new firm of Kramer-Church Tractor Company, Limited, signs a contract to represent the company in the Saskatchewan territory.

---

thoroughly knew the local formation aspects, once they receive drilling and other development attention will prove up to expectations.

The Ace Yellowknife seems to be one of these and if, as it is stated, the company enters into an active drilling campaign it should not be long before the ground is proved up. It has location and formation, what the drill reveals is a matter for the future to decide. The company is fortunate in having an engineer of Mr. McDonald's experience supervising the development. He knows Yellowknife and its possibilities. Ace Yellowknife is now being traded over the counter in Toronto at prices ranging from 29c to 33c. Evidently it seems to have fair speculative appeal.



# TRANSPORTATION

## Is the Key to Post-War Northern Development

The shortest route to Asia and Europe from Canada and the United States of America is via Edmonton, the Peace River, Great Slave Lake and the Mackenzie River.

Plans are already being made for a post-war air route over this territory to service Asia and Europe by air but this is not enough—full development of the northern route entails commercial usage of the great waterways of the North.

Proper highway and/or rail connection between Grimshaw in the Peace and Great Slave Lake is the first necessary step to connect Edmonton, Alberta and Canada with the shortest transportation route to Europe and Asia.

The Alberta Government has promised to do its part in furnishing road communication with Great Slave Lake. The Dominion Government should be willing to assist. Under the agreement by which the two railways, the C.N.R. and the C.P.R. took over joint control of the Northern Alberta Railways which now extends to Grimshaw and Dawson Creek—a solemn promise was made to construct a branch line to the northern boundary of Alberta.

The stage is set. The first step towards a POST-WAR ARCTIC TRADE ROUTE to ASIA and EUROPE is the construction of a permanent highway and/or railway from the Peace to Great Slave Lake.

•

**Edmonton is the natural industrial gateway, by air, by rail, by water, to THE ARCTIC TRADE ROUTE to ASIA and EUROPE.**

# « « The Post War Arctic Trade

## Northward Ho:

### VIA EDMONTON

By air, by land, by sea, the post-war Arctic trade route will bring Asia and Europe to Edmonton's back-door.

\* \* \*

Eastward, along the Arctic coast lies a navigable steamer route, used every year by our neighbors in Russia. This route, is open three months in the year.

\* \* \*

Steam freighters to the number of 114 used this route along the Siberian coast in 1943. Of this number 14 went from Archangel to Vladivostok, through the Behring Straits.

\* \* \*

Ice breakers and complete air ice reconnaissance enabled these boats to get through on schedule.

\* \* \*

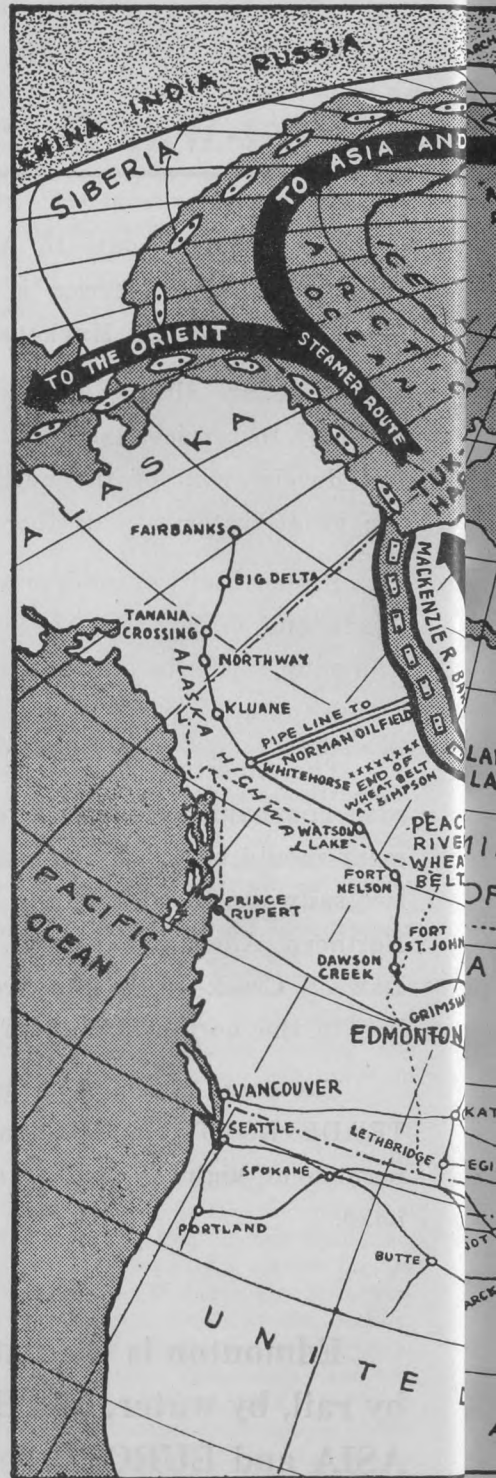
To link up with this trade route there is only the short distance between the mouth of the Mackenzie River and the Behring Straits.

\* \* \*

The shortest distance to Asia and Europe is via the Arctic route.

\* \* \*

It can be linked up with Edmonton via the N.A.R., the Grimshaw-Great Slave Lake Road and the Mackenzie River.



A new post-war short route to Asia and Europe



# Route to Asia and Europe»»



## Northward Ho:

### VIA EDMONTON

The route from Edmonton is by rail to Grimshaw in the Peace, thence by road or rail to Great Slave Lake, thence by barge down the Mackenzie to Tuk-Tuk or Herschel Island.

\* \* \*

The rail and road can be used the year round. The Mackenzie route from May to October. The steamer route from June to September.

\* \* \*

The Peace River wheat belt extends North to Fort Simpson, 1,000 miles north of Edmonton. This wheat can go to Asia and Europe.

Fort Norman oil can go by pipe line to the Arctic and tankers to Europe and Asia. Pre-Cambrian minerals can go the same way down the Mackenzie by barge.

Industrial goods likewise via Edmonton and the Mackenzie.

\* \* \*

Is it possible?

Can it be done?

Russia is doing it!

They said the Alaska Highway was impossible, but it was built.

Planes are using this route today, and **Russia is using this trade route also!**

# Canada's New Arctic Trade Route to Europe and Asia

Reasons why you should be interested and should help interest governments, cities and business interests in getting action on this development:

1. China and Siberia will need tremendous quantities of foodstuffs, oil, minerals and industrial goods to replace the ravages of the Great World War.
2. The North abounds in oil, minerals, fish and other natural resources. The northern end of the wheat belt is at Fort Simpson, 1000 miles north of Edmonton. The Northern Peace has a tremendous arable area along this route.
3. The establishment of road or rail connection between Peace River and Great Slave Lake will end one of the chief obstructions to northern development namely, cost of transportation.
4. Just 300 miles has to be connected up by road or rail to tie Edmonton and Alberta to the huge waterways system of the North and the Arctic.
5. Thousands will use a Grimshaw-Great Slave Lake road for tourist travel—Great Slave Lake is the centre of the Land of the Midnight Sun.
6. Towns will spring up around mining developments—having large payrolls and furnishing a ready local market for Alberta produce.
7. Russia has proved with its development of Siberia and the Arctic Coast that a new trade route along the shores of the Arctic is feasible and profitable.
8. The great Mackenzie River route has few obstructions along its length—boats can travel its entire length. With the dredging of a channel at the mouth of this waterway, tankers could come up river to Fort McPherson, 200 miles from the Arctic and only 391 miles from Norman oil fields.

**Today is the time to urge upon all those, who have the responsibility of post-war planning, the feasibility of this New Trade Route to Europe and Asia.**



# EXCESSIVE AIR CHARGES IN THE NORTH

The aeroplane is the one speedy transportation in the north most used by prospectors, mining companies and other residents. When the Canadian Pacific Airlines was formed, replacing the older pioneering companies, it was thought that the result would be a better service and lower rates. Since Canol and other developments, air port facilities have been immensely improved in the north, at no cost to the air company using the same other than rental of use, in addition traffic has increased tremendously, yet some say the service is less and the rates more if not the same as those which the struggling pioneer air companies had to charge in order to keep in business. The Canadian publicly-owned Trans-Canada Airlines operate with a passenger rate of about six cents a mile. The C.P.A. charges from 15c to 19c a mile. For instance, Halifax to Ottawa, via T.C.A., distance 677 miles, passenger fare \$39.40; Edmonton to Hay River, via C.P.A., distance 670 miles, passenger fare \$115.00; T.C.A. charges \$24.20 from Ottawa to Toronto, 252 miles; C.P.A. charges \$78.00 from Fort Simpson to Norman, distance 270 miles; T.C.A. charges \$86.15 as fare from Winnipeg to New York, distance 1509 miles, whilst C.P.A. charges \$265.00 as fare from Edmonton to Aklavik, distance 1540 miles. Granted the C.P.A. may be entitled to charge more owing to higher costs of operation but that should not be construed as being able to extract what are really "hold-up" rates.

The railway rates charged between Edmonton and Waterways are also entirely too excessive. For instance, a canoe and around 300 pounds of outfit was shipped from the Yellowknife to Edmonton—the first lap was by boat from Yellowknife to Waterways, cost around \$11.00, distance 700 miles—the rate charged from Waterways to Edmonton, distance less than 300 miles by rail, was around \$14.00.

What has the Board of Transport to say in connection with the above seeing that a monopoly has been created of northern air traffic.

## NORWOOD SHEET METAL WORKS

Warm Air Heating—Eavestrouthing  
Cisterns—Estimates Given

Phone 72385

9568 - 111th Avenue Edmonton, Alta.

## The Pre-Cambrians of North East Alberta And Saskatchewan

The Alberta-Saskatchewan boundary line cuts the Pre-Cambrian exposures along the shores of Lake Athabasca. Goldfields, where the major mining development has taken place is in Saskatchewan. With the mining activity now occurring in the Yellowknife District, the mining areas surrounding Goldfields should not be overlooked.

In 1934 a staking stampede resulted in the discovery of the Box Mine by Gus Nyman. This property was taken over by the Consolidated Mining and Smelting Company, Limited, and a mill capable of handling 2500 tons of ore a day was built and it was only after the outbreak of the war that active operation on the Box property was discontinued, owing it was stated, to labor shortage. The Box property is a huge low grade deposit which necessitates large scale production for profit. At one time some 2000 people were employed on this property.

Surrounding the Box property are several others in a more or less state of development. The Athona got as far as a mill before it too was closed down and several other properties have been opened up and good values in gold and nickel have resulted. Amongst these is the property of Edmonton-Athabasca Gold Mines, Ltd.

The Athabasca district extends as regards the Pre-Cambrian formation around 10,000 square miles and it is possible that some parts of this area will be found to contain mineral.

The gold mineralization in the Goldfields district is exceptional as to type resulting in special prospecting and development problems but the nickel occurrences are of large extent and should be well worth development.

Prospecting around Lake Athabasca has been going on for quite a number of years commencing in 1912, with certain lapses. A rush occurred in 1915, another in 1929 and 1930 and one in 1934 resulting in the Goldfields development. The field has always interested those who have prospected it and there is no doubt that future prospecting will prove productive.

## PORTABLE SAWMILLS GRAIN LOADERS

## COUTTS MACHINERY COMPANY, LTD.

10569 - 95th Street

Phone 25723

# PIONEERING IN THE NORTH

Today the aeroplane has brought the North right to Edmonton's back door—going North now is a pleasure trip. Yesterday and the days before, going North was a serious job. It meant long days of travel by rail and water in the summertime—longer still by dog team in wintertime.

This is the story of W. R. Wilson, a well known Northern old-timer who prior to the advent of the aeroplane made many a trip "Down North." He was not always a northern pioneer for during the boom days of Edmonton's first growing pains—up to 1914—Wilson ran the Daily Capital, at that time Edmonton's leading daily, published each and every evening to fill the gap that Frank Oliver's morning paper, the Bulletin, did not cover. The Capital prospered while boom days were on and eventually became the genesis of the Edmonton Journal, "One of Canada's Great Newspapers."

Wilson first got the northern "bee" when he connected up with Ryan Brothers who were then running a freighting service over the Smith Portage. They needed a book-keeper and Wilson needed the northern atmosphere—so he went north to Fort Smith each summer with the Ryans.

Things for many years went along in the old style northern fur trading days when it took six months to get a letter down the river to outlying points. But in 1929, Jack Hammell and Dominion explorers undertook to "break open the mining north"—Gilbert Labine in the next year discovered radium at Great Bear Lake—

Box and a few more discovered Lake Athabasca and the town of Goldfields and so Wilson, as a side line, got interested in mining.

With the Ryan Brothers he staked Tom Payne for several years to prospect in the Athabasca area. Then when Yellowknife was discovered and things began to move there, Payne was sent in to that area and on Wilson's instructions re-staked the ground upon which the Rycon Mine stands. This was later sold to the Consolidated for a cool half million dollars and a forty per cent interest.

Wilson became really interested in mining from there on. He went into the Yellowknife and noted the fact that there was an urgent need for small portable mills to treat the high grade ores which had been discovered. He bought a complete outfit in Seattle, loaded it on train and took it to Waterways. Here he built his own scow and boat and took the mill down to the Yellowknife in 1938. It was worked on several properties. War times from 1940 on spelt quiet times in the Yellowknife goldfields so the mill was put away for better times. It is now ready to go once again.

Wilson owns several groups of claims in the Yellowknife area and is contemplating the coming activity now being developed in the Yellowknife field with interest. He owns the "Pet" group of claims which lay adjacent to the Ptarmigan Gold Mines development on Prosperous Lake.

Like many other old-timers of the North, Wilson says he has retired from mining, but

those who know him will perhaps say, "Oh, yeah!"—for the north is in his blood and what's the betting that he will be back north this summer looking 'em over once again?

**Flash!**

He has gone North again.



---

W. R. Wilson and his unassembled ten-ton mill arriving at Yellowknife Bay in 1938.

---



# THE NEW YELLOWKNIFE BOOM

Some may wonder why, during the present war crisis, and when many claim that gold will not be the future international money of the world, there should be such a demand for gold properties. The answer is the present international conference on world money during the post war period.

Some people claim that there will be no demand for gold, other than for dental and jewellery uses. In that case, it seems hard to explain why a free market in gold has been established in some world centres, where gold, as in Egypt today, is selling at \$84 an ounce as against Canada's fixed price of \$38.50 an ounce.

This seems to be the reason for the eagerness to acquire gold bearing claims in the Yellowknife and elsewhere. The Yellowknife field, in less than six years, of which four have been war years, has already got into production with several gold producers, and every day the results of diamond drilling and other development work is justifying claims that more producers are on the way. There has never been a quartz mining camp on the American continent that has got into real production as fast as the Yellowknife field. Within two years of the first major activity which commenced in 1938, there were four mines in operation producing in those two years over \$4,000,000 in gold. Since then, notwithstanding the war slackening of gold mining that production has gone over \$7,000,000.

Canada will face the post war period with a huge debt. However, Canada will be luckier than many other post war nations for with its gold production amounting prior to the war to over \$200,000,000 a year, it will have an ever increasing fund to use for settlement of its outside debt.

The Yellowknife field is today presenting opportunities unsurpassed for speedy mining development, with the only hitch being the "Rip Van Winkle" attitude of both the Dominion and the Alberta Governments as regards the provision of cheap and economical transportation both to and from the field.

In addition to many properties carrying gold values of from \$25 a ton up to much higher values, there are numerous properties carrying lower gold and other mineral values which cannot be touched as long as transportation costs remain as high as they are today. When mining costs can be brought down to the same figures as in Ontario and Quebec, and there is no reason why this is not possible, the Yellowknife will more than justify today's effort to bring more mineral wealth to Canada's war and peace chest.

## SAW MILL MACHINERY

EMERGENCY MINING REPAIRS

### NICHOLS BROS.

MACHINISTS AND IRON FOUNDERS

10103 - 95th Street      Edmonton, Alta.

## ANSWERING THE NORTHERN CALL!

Years of experience in Northern requirements has enabled us to do our share in furnishing Boats, Skis, Dog Sleds and Canoes for Northern work.

ALBERTA AND N.W.T. DISTRIBUTORS FOR  
**EVINRUDE and ELTO MOTORS**  
SERVICE and PARTS

When it comes to Northern Requirements, we know what is fitting and that knowledge is always at your service.

# Alberta Motor Boat Co., Limited

Established 1912

Phone 24672

Edmonton, Alberta

Low Level Bridge

# RAIL EXTENSION NORTH OF GRIMSHAW

How times change, especially in railway circles, when it comes to implementing agreements made in the past.

In 1929, the Northern Alberta Railway Act was passed and one of the conditions under which an operating lease of this remunerative section of Canada's railways was granted to the C.P.R. and C.N.R. was that an extension would be undertaken from Grimshaw north the boundary of Alberta. The time set for this to be undertaken was two years after 1929 to start work and five years to complete the same.

Thus Alberta should have had this branch line by the end of 1934 at the latest. The Act also contained a clause that if this was not done, the lease should be cancelled.

In 1944, the Vice-President of the Canadian Pacific Railway Company comes to Edmonton, makes a trip to the north and then states that the railways are perfectly ready to provide rail transportation once development justifies the same. What this means is rather obscure. When the C.P.R. was built across the prairies, it was shoved through territory that did not have the

population equal to the number the country north of Grimshaw has today.

The government at Ottawa was recently urged by J. H. Sissons, M.P. for the Peace, to either insist that the railways carry out the conditions of the Northern Alberta Railway Act or repeal the Act and hand the assets of the Northern Alberta Railways over to someone else who will carry out the conditions under which the railways have been enabled to extract a huge and profitable business from the north.

Day by day, our friends are getting more orthodox as they grind out legislation in the Legislative Assembly. Soon, if refunding, etc., goes over it will be hard to distinguish between a Social Crediter and a Liberal. One of these days perhaps they will both be in the same camp.

**FURS . . .**

**RESTYLED - RELINED - REPAIRED**  
Raw Pelts Made Up.

**Louis Trudel, Furrier**  
10053 Jasper Avenue **Edmonton**

# NORTHERN FREIGHTERS

**M. L. RYAN**

**LIMITED**



**FREIGHTERS TO ALL POINTS  
IN THE NORTH**



**Empire Building**

**Edmonton, Alberta**



## **You Strike It Rich . . .**

Everytime you bite into Bread buttered with  
**"CITY DAIRY"**

**FIRST GRADE CREAMERY BUTTER**

Good as Gold—and Much More Satisfying!

Made by . . .

**THE EDMONTON CITY DAIRY LIMITED**

Plant on 109th Street

Phone 25151

## **GAINERS LIMITED**

**PACKERS and PROVISIONERS**

**EDMONTON**

**ALBERTA**

## **MAIL ORDERS FROM ALL TOWNS AND COMMUNITIES DOWN NORTH . . .**

Will receive prompt and careful attention. Our  
Mail Order Shopper is your personal representative.

## **Johnstone Walker Limited**

Edmonton's Own Store

EDMONTON, ALBERTA

Established 1886

## **LUMBER OF ALL KINDS . . .**

We carry a Full Stock of Fir and Spruce Lumber ready  
to Ship to Your Requirements.

**INTERIOR FINISH and HARDWARE**

## **Beaver (Alberta) Lumber Limited**

Yards at 10160 - 109th Street

Head Office: 608-9 Agency Building, Edmonton

# TIME MARCHES ON

## The Promise

In March, 1939, the Hon. W. A. Fallow, Minister of Public Works, when advancing reasons why the northern boundaries of Alberta should be extended had this to say:

"Let us examine for a moment the possibilities which lie within our reach. Thousands of acres in this northern territory have never known the hand of man, but from exploration that has already taken place, it is positively known that there exist deposits of almost every mineral known to the science of metallurgy and that all that is necessary for immediate development is that the government should provide adequate means of transportation.

"This we have already undertaken and from the information I have just received from my engineers, our pioneering expedition will reach the shores of Great Slave Lake by March 31, this year.

"I may be unduly optimistic, but I am absolutely convinced that within a few years this highway starting from Grimshaw will become one of the most talked-of highways on the North American continent—the highway to the 'Land of the Midnight Sun.'

"I can assure you that this government during its three and a half year term has taken advantage of every opportunity to promote this route. Nature has decreed that this is a natural route for traffic to take. The engineering difficulties are negligible and precipitation during the year presents no obstacles in keeping the highway open at all seasons. You can imagine the flow of traffic which would clamor for admission to the land where, in season, the sun never sets."

The highway eventually would be made an all-weather road and would prove of vital importance stated Mr. Fallow.

He pointed to the great untapped wealth of radium, copper, nickel and other ores in the area and declared that it was indicated in development so far that a greater percentage per ton of nickel could be recovered than in the Ontario mines.

## The Actual Result

This is 1944. Outside of improvements made by the Americans to the Grimshaw-Great Slave Lake highway, the effort made by Mr. Fallow's government has been practically nil. After reading the above remarks he made in 1939 surely it is fitting to ask Mr. Fallow, "Why he has not implemented the promise he made at that time?" Of course he will perhaps suggest the war—but that is an alibi that will not work as the war was responsible for the Americans going north and discovering it despite the fact that Mr. Fallow also claims he discovered the north years ago.

His fellow minister, the Hon. E. C. Manning, also stated at that time, that development of the area of the North West Territories was of vital importance to the Province of Alberta—yet what has he done, first as minister of trade and industry and now as premier to help Mr. Fallow develop the north?

### DR. J. W. MacQUEEN

DENTIST—Hours, 9:00 to 5:30

Evenings, Sundays and Holidays  
By Appointment.

643 Tegler Building

Phone 24762

### LOCKERBIE & HOLE LIMITED

SANITARY AND HEATING  
ENGINEERS

Phone 21768

10718 - 101st Street

Edmonton, Alta.

A GOOD FIRM TO DEAL WITH . . .

## HORNE & PITFIELD LIMITED

WHOLESALE GROCERS

EDMONTON

PEACE RIVER

GRANDE PRAIRIE



## THE NEW TRADE ROUTE TO ASIA AND EUROPE

Vilhjalmar Stefansson, the well known Arctic authority, in commenting upon this magazine's suggestion as to post war development of the Arctic trade route to Europe and Asia states that in addition to the westerly route from the mouth of the Mackenzie River to Siberia and Europe, there is also an easterly route, sometimes used by Hudson's Bay Company boats going easterly from the mouth of the Mackenzie to Europe. This route, he adds, was discovered by Thomas Simpson a hundred years ago. He also says, "A comparatively short trucking highway from Norman Wells, or a little downstream from it, through the low pass there, will practically convert the Mackenzie and the Yukon into one river, so that Edmonton will have a trade route to the Behring Sea. There its

Office Phone 24644 Res. Phone 27363

**DR. C. J. MADILL, D.D.S., L.D.S.**  
SURGEON DENTIST

420 Tegler Bldg. Edmonton, Alberta

branches would be, as you show, one of them, north through Behring Straits and then both east and west; the other would go southwesterly, towards Eastern Siberia, Japan and China."

He agrees that the first essential of this new route is either a railway or a good trucking road, preferably both, from Edmonton to Mills Lake at the lower or western end of Great Slave Lake.

## NORTHERNERS:

**We are Headquarters for Cleaning  
and Laundry Needs!**

We Specialize on Sleeping Bags!  
Authorized Grenfel-Cloth Cleaners for  
Northern Alberta.

**New Method  
Laundry & Dry Cleaners**

Phone 26114

Jasper at 111th Street

Edmonton

# COMMANDER CONTRACTORS

LIMITED

## GENERAL HAULING CONTRACTORS

Trucks Supplied for Gravel Hauling—Freight Hauling—Truck Haul  
Contractors

**EDMONTON OFFICE**

1014 - 119th Street—Phone 84454

**CALGARY OFFICE**

Third Floor, Union Building

DISTRIBUTION FROM THE ARCTIC TO THE INTERNATIONAL BORDER

# J. H. SAMUELS & CO., LTD.

Wholesale Distributors of

## QUALITY DRY GOODS and FOOTWEAR

Creators of "Alcan" and "Original Alaskan" Garments as produced for the Alaska Highway  
and Canol Projects.

Kelly Building

Edmonton, Alberta

## CHEAPER OIL FOR NORTH

Substantial reductions in the prices of gasoline and oil at the Imperial Oil Limited refinery at Norman Wells were put into effect on June 1. R. W. MacKinnon, plant superintendent, in announcing the cuts, stated that they had been given for the purpose of assisting in northern development.

The new prices include the federal tax of three cents per gallon on gasoline. Old prices are shown in brackets.

Prices per gallon: Aviation "87," 51½ cents (62.2); aviation gasoline, 90-91

octane, 68 cents (68.1); ethyl motor gasoline, 75.2 octane, a new product manufactured this year and selling for 35 cents; Premium gasoline, 31 cents (34.4); light Diesel oil, 14 cents (19.44); heavy Diesel oil, 9 cents, (12.96); bunker fuel, a new product, 5 cents.

EYES EXAMINED      GLASSES FITTED

### **WILLIAM INNES & SONS**

Reg'd Optometrist and Opticians

**For Appointments Phone 22562**

10128 - 101st St. (Upstairs), Edmonton

## For Building Roads, Clearing Sites—

**ALLIS-CHALMERS 2-cycle Diesel TRACTOR  
and BAKER BULLDOZERS are Supreme!**



The machine and equipment at work, clearing the way in speedy and economical fashion.

Literature and Prices on Request.

## **WATEROUS LIMITED**

Manufacturers of

MINE AND SAWMILL MACHINERY, BOILERS, TANKS, ENGINES, AND ALSO  
OPERATING A WELL-EQUIPPED SHOP FOR YOUR CONVENIENCE

**EDMONTON**

**CALGARY**



# OIL DISCUSSIONS AT OTTAWA

(Continued from Page 14).

Toward the end of its career that government was affiliated with the C.C.F. movement, and in 1935 went to the country calling itself a C.C.F. government. That was the opposition which was offered to the attempt to construct a pipeline from Fort Norman to the central part of Alberta.

At six o'clock the committee took recess. After recess the committee resumed at eight o'clock.

**Mr. Sissons:** Mr. Chairman, in my remarks before six o'clock I think I made it clear that I am not especially interested in any academic debate on the relative merits of public and private enterprise. I stated that I was very much interested in the development of all the great and varied resources of the north land, and would favour even more generous treatment, not only of the Imperial Oil Company but of every corporation and every individual prepared to play a part in the development of any of those resources; and that I deplored the reactionary ideas and the defeatist philosophy of the hon. member for Yorkton and his friends. I pointed out that the attitude of the hon. member and those who think like him is the greatest handicap that the north country has had and has to overcome, and I went on to show how a similar attitude had held up the development of the oil resources of that great land in times gone by. I pointed out that in 1921, when the bill to incorporate the Imperial Pipelines Company was before the Alberta legislature as a private measure, it was defeated by a filibuster directed largely by men who thought as the hon. member for Yorkton thinks, and by pressure from outside the house of those who held similar ideas.

I wish to make only a very few further remarks regarding that debate in the Alberta legislature some twenty years ago. During the course of that debate the late Hon. J. R. Boyle pointed out what the obstructionist tactics would result in, and Mr. Boyle wanted to know if the Imperial Oil Company were to be told that they were free to spend vast sums of money in exploration work but that if oil was found they were not to pipe it out. That is exactly the attitude which was taken in Alberta; the Imperial Oil Company were in effect called upon to spend their millions on exploration work, but if they did find oil

they were not to be allowed to pipe it out. Probably, a more significant statement was made during the course of that debate by Mr. R. B. Eaton, one of the members. Mr. Eaton stated that "the question of oil development should be carefully taken into account, because the oil resources of the north might easily be diverted to British Columbia if Alberta placed impossible barriers in the way of companies planning development." Back in 1921 Alberta did place impossible barriers in the way of a pipeline from the Fort Norman field to Alberta, and you see the results today. That oil is not being diverted, as Mr. Eaton thought it might be, to British Columbia, but it is being diverted to the Yukon, and to Skagway in the United States territory. That is a penalty the provincial government of Alberta paid for giving attention to the carping criticism of men who in Alberta at that time thought and uttered the thoughts which the hon. member for Yorkton has uttered this afternoon.

As mentioned, in 1921 the government then in office was defeated and a U.F.A. government came into power. That government was in power from 1921 to 1935, and during its whole term of office very little encouragement was given to the development of the north land, particularly that part of the north land which lies in the Peace River constituency north of the Peace River. The development of that area, particularly the fertile territory north of the river in the district of Fort Vermilion, was retarded, and retarded deliberately. I do not make that statement concerning the late U.F.A. government because it was a United Farmers of Alberta government or because its philosophy was largely that of my friends of the C.C.F. To a less degree the same thing must be said of the present Social Credit government of Alberta, and I would ask my hon. friends of the Social Credit party not to take offence, because I would say the same thing largely of the government I support. I do not believe that either the old U.F.A. government of Alberta, the present Social Credit government of Alberta, or any federal government of Canada has ever given the encouragement which should have been given to the development of that north land. I admit that the present government has done some things, but it has done far too little. It has been content more or less to

make gestures. I am not unmindful that the Department of Mines and Resources has done a good work in regard to geological surveys. I am not unmindful that an important forward step was taken when the air fields in the Mackenzie River valley were taken over by the government. I am not unmindful of the good which will result from the civil aviation policy announced some weeks ago by this government respecting the opening up of that north land. I am not unmindful of the assistance which was given by the dominion and provincial governments toward the construction of the winter road from Grimshaw to the north in order to open up that territory. But I still say that no government, provincial or federal, has done more than a small part of what should have been done to open up that empire of the north.

I do not ask that governments should do a great deal, but I ask that they should do things which only governments can do, and these they have not done. If the hon. member for Winnipeg North Centre lived in the Peace River country he would not be so complimentary to public ownership, its performances and its possibilities. All governments have failed in their duty to encourage this development.

Mr. Ross (St. Paul's): The Canadian Pacific Railway Company has done a good job.

Mr. Sissons: The Canadian Pacific Railway Company did no job toward the development of the north country, nor did the Canadian National Railways. I shall have something to say about that a little later.

I believe that a great part of the development of the north country in the future as in the past will be brought about by men and not by governments. Men with the blood of the pioneers have brought about the present development of the agricultural lands of the Fort Vermilion district, where there are now 3,000 settlers, still 250 miles beyond the railway. I am not unmindful of those mining pioneers who have pioneered in the Lake Athabasca, the Great Slave Lake and the Great Bear Lake districts. I am not unmindful of the pioneer work done by the Imperial Oil Company. I am not unmindful of those young pioneering pilots who blazed air trails through all the north land. These are the men who have brought about our present development. It will be men of that type who will bring about the great

development of that country in the future. But there are some things which governments and only governments can do, and it is these things which I want the government to do. Years ago the Alberta government should have built a highway from Grimshaw up through that fertile Fort Vermilion country. That has not been done. Our own federal government should do certain things. They should give greater assistance to those who wish to play a part in the development of the north land, much greater assistance than they are giving to the Imperial Oil Company. They should provide markets for the produce which that vast country can provide. Especially, they should provide railway transportation for that north country.

The hon. member for St. Paul's mentioned a moment ago the Canadian Pacific Railway company, but I wish to deal for a moment with the Canadian National Railways. That whole northland was the territory of the Canadian National Railways. The Canadian National had that territory for years and never developed it, and it allowed the Canadian Pacific to come in and take over, under lease, the Northern Alberta Railway. The Canadian Pacific did nothing toward developing that territory. Later the Canadian Pacific Railway company and the Canadian National Railways jointly purchased the Northern Alberta Railway and came to this parliament and had passed the Northern Alberta Railway Act which provided among other powers that a branch line should be constructed from Grimshaw to the northern boundary of the province. That is a line which would have opened up the Mackenzie River valley. That was in 1929 and not one foot of the line has been built since.

Now we find both the Canadian Pacific Railway Company and the Canadian National Railways, joint owners of the road, coming forward with this proposition, that they should not be asked to build one mile of railway into any part of that north country until there has been developed sufficient traffic that it can pay a profit from the commencement. That is the attitude of the Canadian Pacific and the Canadian National. Now I am going to ask the government to do several things, but one thing in particular I do ask is that they go to the Canadian National Railways and the Canadian Pacific Railway Company and put the situation up to them in this way: "Either you people do your duty and



develop that north country, giving it the transportation which it was understood you would give it when this parliament passed the Northern Alberta Railway Act in 1929, or we will ask parliament to repeal that act and hand the assets of the Northern Alberta Railway over to someone who has a wider vision and who is prepared to play the necessary part in the development of that north country."

All I ask is that this government and the provincial government have vision when it comes to the development of that north land, and particularly that this government pay no attention to such carping criticism as has been uttered this afternoon by the hon. member for Yorkton. Let the government pay no attention to such things but branch out on a programme of development for that whole north land which will repay itself many times over. Branch out on a programme of development which will produce new wealth, add to the national income of Canada and bring a greater measure of prosperity to Canadians in that area and in all parts of Canada.

That is what I ask. I also ask for even a larger measure of support than is contemplated in the vote. Let us help all those who would have a part in that northern development.

**M**ANDY: "Is you de judge of reprobrates?"

Judge: "Well, I am the probate judge, if that is what you mean."

Mandy: "Yassuh, das it. Well, Mistah Judge, mah husband has done died detested and left me wif seben little infidels and ah wants to be appointed as de executioner."

**A**N old lady had a parrot that was always swearing. She could stand this every day but Sunday, so she covered the cage every Sunday. One Monday the

## A Liquor Commission For the North

The North today, is in a similar situation to the Yukon in the days of the Klondyke rush of '98. At that time the Yukon was in the "dry" belt, the same as the North West Territories was before 1939. The Dominion Government solved the liquor situation in the case of the Yukon by appointing a liquor commissioner who was responsible for the importation and distribution of all liquors. When the Yellowknife district was also given liquor privileges, arrangements were made to put its control under the Liquor Control Board of the Province of Saskatchewan. For some reason or other Alberta was ignored. Of course that situation has had its drawbacks resulting this year in the fact that notwithstanding the Yellowknife population increased considerably, no beer was available for distribution during the first six months of 1944.

It seems to be rather cumbersome for a territory which is directly controlled from Ottawa as regards general regulation and government to have its liquor control handled by a Provincial Government, and now Saskatchewan has gone "beyond the pale" with its new government, at least, many of our Liberals friends will suggest it, Ottawa might perhaps give thought to following out the Yukon plan in the future and appoint a local liquor commissioner for the North more familiar with what is necessary for the proper control of distribution and supply in the North—Regina is too far away for proper attention to this problem.

woman saw her preacher coming to call. She quickly covered the cage. As the preacher entered the parrot said: "This has been a damned short week!"

# SPRUCE LUMBER STOCKS

SPRUCE LUMBER AND TIMBERS  
FOR MINING REQUIREMENTS

**CHISHOLM SAW MILLS, LIMITED**

MILLS AT CHISHOLM, ALBERTA

108 Commercial Building

EDMONTON, Alberta

# NEW WELL AT RAM RIVER MAKING GOOD PROGRESS

Drilling of the new No. 3 production well of Ram River Oils, Limited, is reported by officials of the company to have reached a depth of 1685 feet, with oil appearing in the core, and with considerable gas appearing from 840 feet to present depth. Report on the log reveals good porosity which appears to be increasing with depth, a factor to which geologists attach much importance.

The No. 3 well is located 1340 feet north and east of the No. 2 discovery well, and Geologist Russell V. Johnson has estimated that the No. 3 well may be 1,000 feet shallower drilling than No. 2 and early drilling appears to indicate that No. 3 is logging slightly shallower than No. 2.

A steady increase has been reported in the oil flow at Ram River No. 2 discovery well. The company has purchased new equipment for moving the oil from No. 2 to the refinery and oil will be shipped continuously to the market.

It is well known that much of the oil produced in the United States and Mexico is obtained from the Devonian Strata of Paleozoic age, and so it is interesting to note that Ram River Oils, Limited, is drilling in the Devonian structure.

Recently location has been announced for a new Devonian limestone test in the central Alberta foothills on the Shundra Creek anticline which is considered geologically to be a north west continuation of the limestone body which is being drilled by Ram River Oils on the Ram River-Clearwater structure. The new test is reported to be located some 36 miles north west of Ram River No. 2 discovery well, and is backed by a group of men of Windsor, Ont. Another group of Calgary interests are also reported to have entered the field, and hold large acreage under the Nordegg Syndicate, their properties tying in with the Shundra holdings on the north west.

Immediate attention is centred on Ram River No. 3 which promises to be the first to reach the Devonian in this foothills area, where the bringing in of a good producer would undoubtedly be quickly followed by large scale development programs, not only by Ram River Oils on their favorably located holdings approximately 16,000 acres on the Ram River-Clearwater structure, but also by many others who have become interested in the Devonian structure

of the central Alberta foothills since the discovery of high test oil in Ram River No. 2 well.

## "PET" CLAIMS

The "Pet" group of six claims, owned by W. R. Wilson, Edmonton, are located two claims east of the Ptarmigan mine, which already has a mill on same and was, up to recent war orders respecting gold mining, in operation employing quite a number of men. The "Pet" claims have four good veins showing, one has a width of 4 feet and length of 900 feet; another 700 feet long with width of 5 feet; a third 800 feet long with width of two feet and one 1800 feet long with width of three feet. These veins all carry gold values. The property is in good standing with all claims protected as regards assessment work until two years after demobilization.

## YELLOWKNIFE HOTEL

VIC. INGRAHAM, Manager

YELLOWKNIFE

N.W.T.

## BUILDING MATERIAL OF ALL KINDS

Lumber, Sash, Doors, Glass, Ten Test Board, Core Boxes, Scow Planking  
Prices Right!

**W. H. CLARK LUMBER Co. Ltd.**

109th Street

Edmonton, Alta.

Comfort without Extravagance  
In Edmonton . . .

## THE RITZ HOTEL

97th Street—Rooms \$1.00 Per Day

## THE CASTLE HOTEL

102nd Street—Rooms 75c Per Day

GEORGE W. McLEAN, Prop.

# Extracting Oil From Shale

The extraction of oil from oil shale in various parts of the world has been going on for some years. The average total cost per barrel of oil obtained is as follows:

Mining, hauling and crushing shale .....	\$ .64
Retorting .....	.40
General overhead .....	.20
	\$ 1.24

Thus the total cost is around \$1.25, exclusive of disposal of tailings and other waste products. Crude oil is worth from \$1.25 to \$1.50 a barrel. Shales have been worked in the United States and Scotland.

A new process for extracting oil from shale has recently been invented by a Swedish scientist, Dr. Lungstrom. His process provides for directly heating the shales in the beds by an electrical process and extracting the oil without mining, etc. The process needs, however, vast amounts of electrical power for success.

## ALBERTA COLLEGE

### Forty-one Years of Service to the Youth of Alberta

Alberta College education should appeal especially to fathers and mothers who are pioneering in the North and wish their children to get an education most fitting for present day and future needs.

The Post War Reconstruction Period will demand that the child be well grounded and trained to meet new conditions of life.

AT ALBERTA COLLEGE FULL COURSES ARE GIVEN IN VARIOUS SUBJECTS:

**ACADEMIC      COMMERCIAL      MUSIC**  
**CORRESPONDENCE**

EACH COURSE IS COMPLETE—THIRTY-FIVE EXPERIENCED TEACHERS.

Full arrangements can be made for boarding, while taking courses and every effort is made to make surroundings as home-like as possible.

Board and Room and Tuition Fee for ten full months are: Academic, \$405.00; Commercial, \$435.00. These fees are subject to change without notice.

\* \* \*

NEXT FULL TERM OPENS SEPTEMBER 5th.

\* \* \*

Send for Calendar and Full Particulars to:

## ALBERTA COLLEGE

DR. F. S. McCALL, B.A., D.D., Principal

EDMONTON

ALBERTA



**PAUL BUNYAN SAYS:**

We have heard of the wolves who, after treeing a prospector, went away and came back with a beaver to cut down the tree, but an Indian story goes one better: A dead shot went after a man-eating tiger. He climbed a tree after tying a goat at the foot of it as bait. At night along comes the tiger and the hunter, aiming dead between the shining eyes expected a dead tiger each time. However, after some success he started being unable to find the tiger body in the morning. He could not understand the reason, until one night instead of a rifle he took a large torch. He switched on the torch at the approach of the tiger and to his amazement saw no less than six tigers approaching the bait. They were coming in pairs and each had one eye closed. You tell the next. . . .

**T. W. BROWN**  
DOMINION LAND SURVEYOR  
Mining Claims & Municipal Surveys  
Phone 34432      9913 - 82nd Avenue  
Edmonton, Alberta

**CHOICE FURS**  
We ship choice wild fur direct to any address—Silver Fox a specialty.  
Reasonable Prices.  
**DEMELT TRADING POST**  
Rocher River P.O.      N.W.T.  
A complete stock of Supplies for Northern Work always on hand.

**IF YOU ARE INTERESTED IN  
ELECTRICAL WIRING  
SUPPLIES**  
**RESIDENTIAL AND COMMERCIAL  
LIGHTING FIXTURES**  
We carry a large local stock and can make immediate deliveries. Write us for your requirements.  
**ALBERTA ELECTRICAL  
SUPPLIES LTD.**  
H. S. CRAIG, Mgr.  
**Phone 27231**  
McFarland Bldg.      10181 - 103rd St.  
EDMONTON

When questioned as to his statement that the election was crooked, an indignant citizen remarked, "I first suspected it when I went in and voted the third time."

"I help keep sex out of the movies."  
"What are you, a censor?"  
"No, I'm a usher."

**REBUILDING MACHINE PARTS  
IS OUR BUSINESS!**  
We can restore that worn piston, armature shaft, crankshaft, propeller shaft, etc., to standard or oversize, and as durable as new.  
**KIRK'S  
METALLIZING WORKS**  
METALLIZING - MACHINING - WELDING  
CRANKSHAFT GRINDING  
11716 Fort Trail      Edmonton, Alta.

**EDMONTON'S LUMBER HEADQUARTERS!**  
SPECIAL ATTENTION TO NORTHERN ORDERS!  
**Lumber of All Kinds for Buildings, Scows and Boats, Interior Finish and Mill Work**  
WALL BOARDS - PAPER - CEMENT - PLASTER - WAGON OAK - PAINTS - BUILDERS' HARDWARE AND BLACKSMITH COAL - ZONOLITE AND ROCK WOOL  
PREPARED ROOFINGS - LIME AND BRICK - VARNISHES  
HAYWARDS STAND FOR QUALITY  
Write or Wire  
**HAYWARD LUMBER CO.**  
LIMITED  
EDMONTON and WATERWAYS, ALBERTA

# EATON'S

## AT YOUR SERVICE!

For all your everyday needs, EATON'S is the place to come. And friendly, efficient service will make shopping here a real pleasure. Prices are in keeping with your budget, too—and that's important in these days. Yes—EATON'S is your store—and a warm welcome awaits you no matter when you come!

PHONE  
9-1-2

THE **T. EATON** CO.  
WESTERN LIMITED

PHONE  
9-1-2



SERVING THE NORTH  
with

## High Class Dairy Products

Including the Famous Woodland  
Butter in the

**LITTLE RED TIN**

## WOODLAND DAIRY LTD.

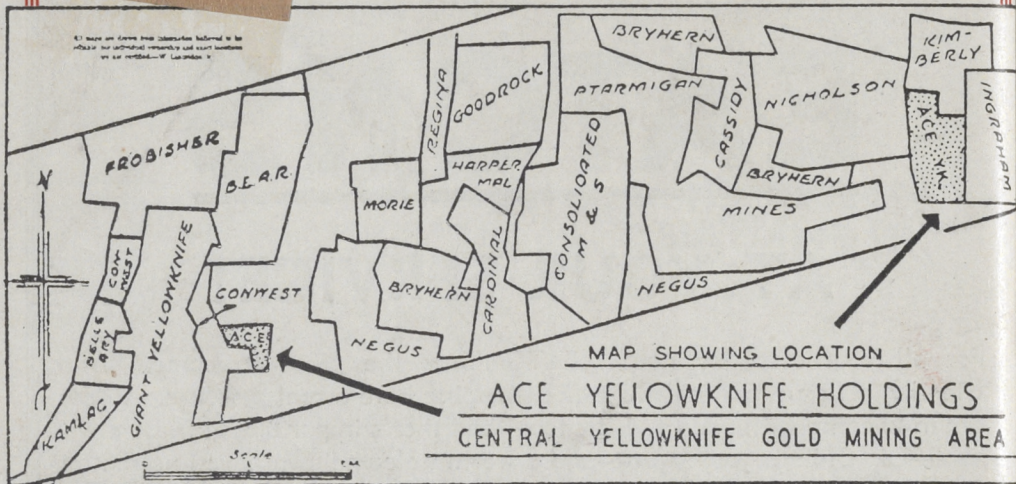
BETTER DAIRY PRODUCTS

EDMONTON, ALBERTA

MILK - CREAM - ICE CREAM - BUTTER - EGGS - CHEESE



At Rev Bishop  
J Trocellier  
MCR Fort Smith  
NWT



# ACE YELLOWKNIFE MINES

(No Personal Liability)

LIMITED

Spurred by the disclosure of geological structures of magnitude—proven as receptive to gold deposition by the determination of ore bodies therein—boom times have returned to the YELLOWKNIFE AREA. Until quite recently, prime opportunities for mine development—and the consequent profits to be derived from such activity—had rested largely in the hands of major interests, Ventures, Consolidated Mining and Smelting, Negus and others. Today, the efforts of younger development companies bid fair to vastly extend the now known boundaries of this fast developing camp.

## ACE YELLOWKNIFE TO DIAMOND DRILL ITS ADVANTAGEOUSLY LOCATED HOLDINGS

The properties of Ace Yellowknife Mines, Limited, comprise two well located claim groups; both of which are centred in actively developing sectors. Group Number One adjoins the Conwest property and lies approximately 1,500 feet east of the Giant Yellowknife property. The other group is in a section of the field which is slated to receive concentrated attention in the weeks ahead. Structural conditions on both groups are ideal and it is the intention of the company's management to initiate an exploratory program—which will include diamond drilling—to thoroughly probe the mine-making potentialities of the property.

\* \* \*

**SOUND FINANCING, PLUS ABLE TECHNICAL DIRECTION, WILL  
ENSURE SPEEDY AND EFFICIENT DEVELOPMENT**

\* \* \*

## ACE YELLOWKNIFE MINES, LIMITED

Suite 907—80 Richmond St. West

Toronto 1, Ontario

Write today for complete, fact-inspired data in regard to this promising property.







